growing railway service and the need for such an overbridge;

(b) if so, whether Government propose to start construction work; and

(c) if not, the reasons therefor and whether it would be included in the next Annual Plan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) A proposal for replacement of level crossing No. 55 by a Road overbridge was received from Municipal Corporation of Solapur but the proposed bridge was found prohibitively costly. Two alternative proposals were framed after joint inspection with local officials. Municipal Corporation has not conveyed their decision so far.

Sanctioning of an Overbridge on Solapur-Hubli Section

3466. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has considered to sanction an overbridge in place of the present railway level crossing on Solapur-Hubli section in South Central Railway and whether the required survey has been undertaken;

(b) if so, by when the construction is likely to be taken up and by what date it is likely to be completed; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) A proposal for constructing Road overbridge in replacement of level crossing No. 55-B on B.G. line of Central Railway and corresponding M.G. level crossing was considered in response to Municipal Corporation, Solapur's request for an overbridge at this location but found too costly. After joint inspection of site by the Railway and Local officials two alternative proposals were framed. Municipal Corporation has not conveyed their decision.

Decreasing the retirement age of railway engine driver

3467. DR. NARREDDY THULASI REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Research Designs and Standard Organisation (R.D.S.O.) of Railways has recommended to decrease the retirement age of Railway Engine drivers to arrest railway accidents; and

(b) if so, what is the reaction of Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) The Traffic Standards Directorate of Research Designs and Standard Organisation have in their report on "Recruitment and Training of Engine Crew to improve their Operational Efficiency and Safety" submitted in February, 1989 *inter-alia* recommended that drivers should be ordinarily retired at the age of 55 years from footplate duties. Subsequently, R.D.S.O. indicated that a study has been taken up which will have a bearing on the retention of drivers on footplate duties beyond the age of 55 years. Decision will depend on the recommendation of R.D.S.O.

Grievances of Railway Pensioners of Asansol

3468. SHRI SUNIL BASU RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the railway pensioners of Asansol have sent several representations to the authorities for redressal of the grievances; and

(b) if so, what are the details of their grievances and what actions have been taken for redressal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Information is being collected and will be laid on the table of the Sabha.

BNR Bridge

3469. SHRI SUNIL BASU RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the overhead tractions were attached to the bottom of 'BNR Bridge'—a road bridge passing over the SER line between Assansol and Burnpur, got snapped, sometimes ago;

(b) if so, what circumstances led to it; and

(c) what action was taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes Sir.

(b) The catenary wire supported on the traction masts and passing underneath the road over bridge got snapped on 22.9.92 due to earth fault caused by foreign body.

(c) The damaged catenary wire was replaced immediately and subsequently modified to prevent recurrence.

चर्चगेट तथा नई बम्बई के बीच स्थानीय रेलगाड़ियां चलाने के लिए सर्वेक्षण

3470. **श्री विश्वासराव रामराव पाटिल:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने बम्बई में चर्चगेट तथा नई बम्बई के बीच स्थानीय रेलगाड़ियां चलाने के लिए कोई सर्वेक्षण किया है;

(ख) यदि हां, तो उसका ब्यौरा क्या है;

(ग) यदि नहीं, तो क्या सरकार चर्चगेट तथा नई बम्बई के बीच स्थानीय रेलगाड़ियां चलाने की संभावना पर विचार करेगी; और

(घ) यदि हां, तो इसका ब्यौरा क्या है?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन): (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) और (घ) परिचालनिक कठिनाइयों और आवश्यक अवसंरचना की कमी के कारण फिलहाल चर्चगेट और न्यू बम्बई के बीच स्थानीय गाड़ियां चलाना व्यावहारिक नहीं है।

रेलवे लाइनों का बदला जाना

3471. **श्री विश्वासराव रामराव पाटिल:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि कई स्थानों में छोटी रेल लाइनों को बड़ी रेल लाइनों में बदलने का कार्य चल रहा है;

(ख) यदि हां, तो इन रेलवे लाइनों का ब्यौरा क्या है, जहां यह कार्य चल रहा है;

(ग) उसमें से अभी तक कुल कार्य का कितना भाग पूरा हो चुका है और बाकी कार्य पूरा होने में कितना समय लगने की सम्भावना है; और

(घ) ऐसी रेल लाइनें कौन-कौन सी हैं, जिन पर 31 मार्च, 1993 तक कार्य पूरा हो जायेगा, साथ ही उस पर कितना खर्च आने का अनुमान है?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन): (क) जी हां।

(ख) और (ग) ब्यौरा इस प्रकार है:—

(i) गोंडिया-चांदाफोर्ट	अनुमान को स्वीकृति दे दी गई है। निर्माण कार्य हाल में ही शुरू किया जाना है, इसे 1994-95 में पूरा कर लिया जाएगा बशर्ते कि संसाधन उपलब्ध हों।
(ii) पुरुलिया-कोटशिला	कार्य पूरा होने वाला है। पूरा किए जाने की लक्ष्य तिथि 31.12.92 है।
(iii) धौंड-बारामती	अनुमान को स्वीकृति दे दी गई है, इसे 1994-95 में पूरा कर लिया जाएगा बशर्ते कि संसाधन उपलब्ध हों।

(घ) पुरुलिया-कोटशिला 15.82 करोड़ रुपये।